



**Federal Aviation  
Administration**

# FOCUSFAA

It's All About You

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# What's Up, Doc?

When Dr. Jon Jordan retires Jan. 3 after 15 years as FAA's Federal Air Surgeon, he takes with him more than three decades of experience and insight into aerospace medicine.

In his last interview before retiring ([click here to view the interview](#)), Jordan discussed some of the issues that he and the Office of Aerospace Medicine grappled with, including the equipping of aircraft with defibrillators and other medical equipment that remains an important legacy of his tenure. Whether it was the

age 60 rule, the long anticipated — and even longer in culminating — sport pilot rule, or medical certification of pilots, Jordan embraced the variety of issues confronting the agency, as well as coworkers he will “sorely miss.”

But perhaps Jordan's biggest contribution to FAA and the aviation industry — beyond the ultimate goal of safety — was trying “to support the airmen and get them back to flying aircraft.” In an industry in which many flyers take a jaundiced view of FAA and its regulatory authority, Jordan acted as best he could in their interests.



**Dr. Jon L. Jordan**

“The success in the flexibility in certification of airmen came a long way in a short period of time,” he recalled.

Jordan hopes to remain involved in aviation medicine even in retirement. Maybe FAA can count on a few house calls. ✈

## Eating Humble Pie

**F**or Northwest Mountain Region's Combined Federal Campaign (CFC), Doug Murphy's offer at the kickoff was pie in the sky. Or more like pie in the face.

Murphy, the regional administrator, proposed raffling off two chances for employees to pop him in the kisser with a pie if employees in the Northwest Mountain regional office reached at least 75 percent of their CFC goal. That spurred similar offers in other offices and the early momentum helped Northwest Mountain beat its goal.

Keep in mind, Northwest Mountain's goal was actually more than the CFC's. Since Northwest Mountain didn't achieve its target of \$189,000 last



**Pat Thomas, a CFC key worker in Northwest Mountain, tries some pie with help from John Gilbert, an aviation safety inspector.**

# Eating Humble Pie

year, Murphy unilaterally raised his office's target of \$192,000 this year to more than \$202,000. Then he put his face where his mouth was.

"It was a stretch goal, but I was convinced we could do it," said Dennis McCain, Civil Rights staff manager and head of the regional office's CFC.

Several other directors followed Murphy's lead, with Ali Bahrami from the transport airplane directorate taking it a couple of pies further. He and his deputy, K.C. Yakamura promised to take five face-pies. Employees then offered to pass on the pie toss if they would contribute \$50 to the employees' favorite causes. Both agreed and CFC grew \$250 richer. Northwest Mountain's final take: more than \$209,000.

One of Sam Aaron's coworkers from the Seattle Flight Standards District Office provided a homemade banana cream pie for his facial.

While the pie contest was something new, McCain was able to rely on such time-honored events as the "Taste of Halloween" buffet, silent and live auctions that raised

## ***A Successful CFC***

**Dennis McCain offers the following suggestions for achieving a successful CFC.**

- Educate your coworkers about CFC and their choices.
- Have management establish the goal early and set a high standard for monetary goals and participation.
- Train key workers as early as possible.
- Stir up enthusiasm as early as possible. By extending CFC, you often lose momentum.
- Advertise local and national charities.
- Keep it simple and make it fun.

# Eating Humble Pie

nearly \$5,600, a holiday gift basket from the Medical Division that drew a record \$1,448 in sales, as well as others.

Stephanie Raquer attributes some of the success to headquarters' work environment, noting it has won several internal and external awards that reflect positively on her coworkers' personally and professionally.

McCain concurred, noting that Murphy, his management team, and key workers this year voluntarily pledged at headquarters' kickoff event. The \$18,000 pledged that day gave the campaign an early momentum, he noted.

The campaign succeeded despite the enormous amount of giving by Americans during 2005's hurricanes and tsunami. McCain took a dual-track approach to contributions, highlighting giving to victims of Hurricanes Katrina and Rita, while emphasizing local charities whose funds were low because of national crises. ✈



**Top: The raffle for this holiday quilt and gift basket netted more than \$1,400.**

**Above: These vampires served up their own special recipes to raise money for CFC during Halloween.**



# In The Line Of Fire

## *The U.S. Forest Service is going to be keeping its eyes out for a lot more than smoke and fire come 2006.*

**In a one-of-a-kind arrangement, Forest Service employees will support FAA aviation inspectors in oversight of operators who fly their aircraft in firefighting missions during this country's wildfire season.**

Forest Service employees recently completed a 9-day course at the FAA Academy that introduces them to the basics of aviation inspection and are targeting other courses to expand their aviation oversight capabilities.

"The FAA's indoctrination training is core knowledge that all of our folks need to have," said Gil Elmy, a regional maintenance manager for the Forest Service. "And some of our folks don't have it," he added.

The Forest Service owns and operates 44 aircraft and contracts more than 800 fixed wing aircraft and helicopters for a variety



**A U.S. Forest Service King Air (left) acts as a lead plane for an Aero Union P-3 tanker dropping chemicals over a fire near Carson City, Nev., in 2004.**

# In The Line Of Fire

of missions, including fire prevention and suppression, aerial photography, and law enforcement support. FAA inspectors certify those aircraft and their operators. But when those aircraft fly under contract for the Forest Service, they become “public use,” during which time FAA has no oversight of their operation.

After some accidents a few years ago, the Forest Service realized it needed to improve its own oversight of the operators it contracts with. “They were trying to come up with ways to increase safety,” said Roger Heard, manager of the FAA Academy’s

airworthiness branch, who was approached by Elmy about FAA courses. “They thought training was going to be one of the things they needed to do,” he added.

Both sides learned something during the initial training session that ended last month.

“We thought these folks were going to be way far behind our folks as far as basic information,” said Heard. It wasn’t very long before we learned they had extensive knowledge in certain areas. That surprised the instructors, because they were challenged quite a bit.”



**U.S. Forest Service employees listen to a presentation by Robert Graham (left), manager of the FAA Academy’s regulatory standards division.**



# In The Line Of Fire

Elmy appreciated the academy's willingness to tailor its courses as much as possible to his employees needs. "We don't necessarily need the whole certification [course]," he said. By cutting the course here and there, the academy "was able to give us some other things more pertinent to our jobs."

In particular, said Elmy, operations specifications proved to be a "real eye opener for some of our folks." Elmy singled out Buddy Koellner, course manager in the airworthiness branch, for his presentation on hazardous materials and public use aircraft.

"[Forest Service employees] don't have any certification or regulatory responsibilities as we do," noted Heard. "But they look at the same things — aircraft, operators, certificates." The arrangement benefits both organizations, said Heard. "They recognize the problem and give the information to the FAA so we could take enforcement actions if necessary."

Elmy and Heard hope to formalize and standardize the training agreement so

that, as Elmy said, "This will be mandatory training within the first year of getting hired in one of our positions."

Meantime, a second course — general aviation airworthiness indoctrination — is scheduled for March. If it's anything like the initial class, Elmy will be very happy.

"This was just magnificent training for two-thirds of our guys," he said. ✈

# Prepare to Fire(Fight)

*In this world of McMansions and supersizing, the FAA has followed suit with its firefighting research.*

*The Airport and Aircraft Safety Division recently purchased a new aircraft rescue and firefighting vehicle that will help meet the demands of the 21<sup>st</sup> century.*

The \$650,000 state-of-the-art "Striker" vehicle will be housed at the William J. Hughes Technical Center, the agency facility responsible for conducting research in this area.

"It's going to give us the capability of working with larger scale fires and with other large-scale technologies,"

said Keith Bagot, lead for the effort. His branch deals with airport technology and airport pavement programs. "For example," he continued, "the additional reach with the next generation boom, will allow us to pierce an aircraft on the second level, such as on the new A-380."

While FAA will use it for research purposes, the Striker emergency vehicle can be custom-made for airports and purchased directly by them or through approved grants from the Airport Improvement Program.

The Striker holds 2,500 gallons of water, compared to the 800-gallon capacity



**The tilt table measures how steep a grade upon which the Striker can travel. The vehicle's maximum grade is 33.5 degrees, more than the minimum requirement of 30 degrees.**

# Prepare to Fire(Fight)

of Titan, the early-1990's firefighting vehicle it replaces. It also features an electronic proportioning system that takes the foam concentrate from one tank and mixes it into the water stream at varying ratios. FAA's version of the Striker carries two forms

of secondary extinguishing agents — Halotron and dry chemicals. Most vehicles are fitted for one type of agent, if at all, but the Tech Center opted for the capability to carry both types of agents to provide more testing flexibility. The vehicle has

two 210-gallon reservoirs that allow the Tech Center to compare the performances of different foam concentrates.

The Striker is a monster machine. Even at 40 feet long, 10 feet wide and 12 feet high — and weighing in at nearly 40 tons — it's highly maneuverable and requires only a 3-person crew. Bagot said the rear-wheel drive reduces the Striker's turning radius and produces a very smooth and stable ride. Among its standard capabilities are air-to-ground radio for communicating with aircraft crews or towers; and ground-to-ground radio for communicating with other fire departments and outside agencies.

Bagot said most of the large scale testing will be conducted in Panama City, Fla., at Tyndall



**Nick Subbotin (left) and Keith Bagot of FAA's Airport Rescue and Firefighting branch now have the state-of-the-art Striker rescue and firefighting vehicle at their disposal.**

# Prepare to Fire(Fight)



**The older Titan firefighting vehicle will be retained for research purposes.**

Air Force Base, where FAA is building a multilevel aircraft fuselage mockup resembling a Boeing 747 or Airbus 380 aircraft. FAA has an inter-agency agreement with the U.S. Air Force that oversees similar research. "Tyndall has a 100-foot diameter fire test pit in which we set hydrocarbon fuel fires to test various firefighting equipment and agents," said

using Titan over the past 13 years. Among them, the driver's enhanced vision system, which seeks to decrease the response time of vehicles getting around the airport in times of decreased visibility. The further development of elevated boom technology, which allows equipment to be raised from two to 50 feet into the air,

Bagot. Smaller scale testing is conducted in Atlantic City.

Bagot and others are hopeful that Striker will help advance many of the programs developed

will afford the ability to reach fires as high as an aircraft's tail section and to pierce a plane's body on the second level — possibly increasing survivability and the ability of rescue workers to respond.

The Striker meets and exceeds the requirements of both FAA and National Fire Protection Association for airport rescue and firefighting vehicle design. Between research projects, the vehicle will be kept ready for use at all times. Along with its FAA research focus, it will be capable of supporting emergency responses by area airport fire departments. ✈

# Your Two Cents

## Feedback

### Celebrity Santa

Thanks for letting us know about Ron [Herendeen's] celebrity. He certainly deserves it! For CFC a couple of years back, my hubby and I took the Heartland train ride to Ft. Worth on which Ron was playing his Halloween role. What a great time we had! What a neat and worthwhile volunteer contribution to all the passengers of the train, especially the children.

**Sally Raines**  
**Mike Monroney Aeronautical Center**

### Now This

My thanks are extended to Mr. Lavey for his "Now This" on Christmas (Dec. 20 issue). Being politically correct is one thing and [something] I think each of us should be aware of. But Christmas is a time of family and friends (and what are co-workers and business associates if not friends) to share customs and beliefs and pass them along to our children.

Merry Christmas, happy holidays and best wishes for the coming year!

**Susan T. Zurlo**  
**Eastern Region**

### Honored to Work at FAA

I am a new employee (started as CTI student in 2003) in the FAA and I have really enjoyed the "happy news." This is an exemplary newsletter; I am honored to work with such an outstanding group of individuals. I hope this newsletter continues in 2006. It was especially nice to view the holiday streaming video from Marion Blakey. Thanks. ✈

**Sally Paulsen**  
**Northwest Mountain Region**





## Now This

*When you opened this issue of Focus FAA,  
you surely noticed a  
palette of faces.*

These faces represent the people whose stories were told in last year's editions.

I refer to the page as a palette because the faces present a wide range of colors, races and — most importantly — experiences. We hear much about diversity in society and the workplace. For some, diversity might be counting the number of African-Americans or Asians or Native Americans in a particular organization. While it's important to be inclusive of all races in any publication, at *Focus FAA*, it goes deeper than that.

Diversity for us means the many ways lives are lived, and the vast range of experiences





# Now This

our colleagues and coworkers share with us. This is the kind of diversity that lends depth to our lives, and makes us all richer both inside and outside the workplace.

There are 50,000 employees — give or take — in this agency, each with a story to tell and share that can move a coworker thousands of miles away. Employees have told me it's happened to them — the way they were profoundly affected by someone else's story. Our goal at *Focus FAA* is to continue to bring you these stories and hope you will continue to share yours.

Take some time out to read this and future issues of *Focus FAA*. You'll get a glimpse at the work lives of your coworkers, learn more about the agency and what it does, and come to understand — if you haven't already — what

I've realized for years: employees in this agency are extremely generous people who take their work seriously and live fascinating lives outside of work. That's diversity of a different color.

Happy New Year. ✈

**Jim Tise**  
***Focus FAA* Editor**

# AOA HIGHLIGHTS

*Gerald Lavey is on vacation this week. AOA Highlights will return in the January 17th edition, Issue 21.*



# Deviations

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